

ARIZONA



# TAC Meeting #4

A C C E S S  
M A N A G E M E N T

*August 31, 2006*



# **Welcome/Introductions**



# Meeting Agenda

1. Welcome/Introductions

2. Project Overview

– *Current activities and schedule*

3. Access Classification System  
and Assignment Progress

***BREAK***

4. CCP outreach plans and actions

5. Next Steps



# Project Overview



# **Work Schedule**

- **Agency outreach meetings**
- **Web site update**
- **Classification system**



# **Access Classification System**



# Goals of Categorization

- Reduce Crash Frequency and Potential.
- Smoother Traffic Flow
  - Less Congestion
  - Enjoy the ride
- Efficient Travel for Motorists
  - Low travel times
  - Few delays along journey



# Access Classification System

- A hierarchy of access categories that is aligned with the state transportation plan.
- Ensure that each access decision is consistent with meeting the intended purpose of the state roadway.
- The category assignment guides the decision to determine if access will be granted.
- Sets some specific access related improvements. (turn lanes)
- Determines the type of access that may be granted. (full movement, signal, restricted turns, field access, temporary, emergency, etc)





# Access Design Standards

- When an access location is approved, design standards determine how it will be built.
- Design standards will be discussed at the September 26<sup>th</sup> TAC meeting.



# Proposed Categories (June '06)

Freeway (FW)

Rural Expressway (RX)

Urban Expressway (UX)

Rural Principal (RP)

Urban Principal (UP)

Rural Secondary (RS)

Urban Mixed (UM)

Rural (Dirt) Collector (RC)

Urban Secondary (US)

Service, Frontage and other Access roads (SF)



# Proposed Categories (August 31 '06)

FW (freeway)

MR (major regional)

RA (rural principal)

UA (urban principal)

RB (rural secondary)

UB (urban mixed)

RC (rural collector)

UC (urban secondary)

SF (service and frontage roads)

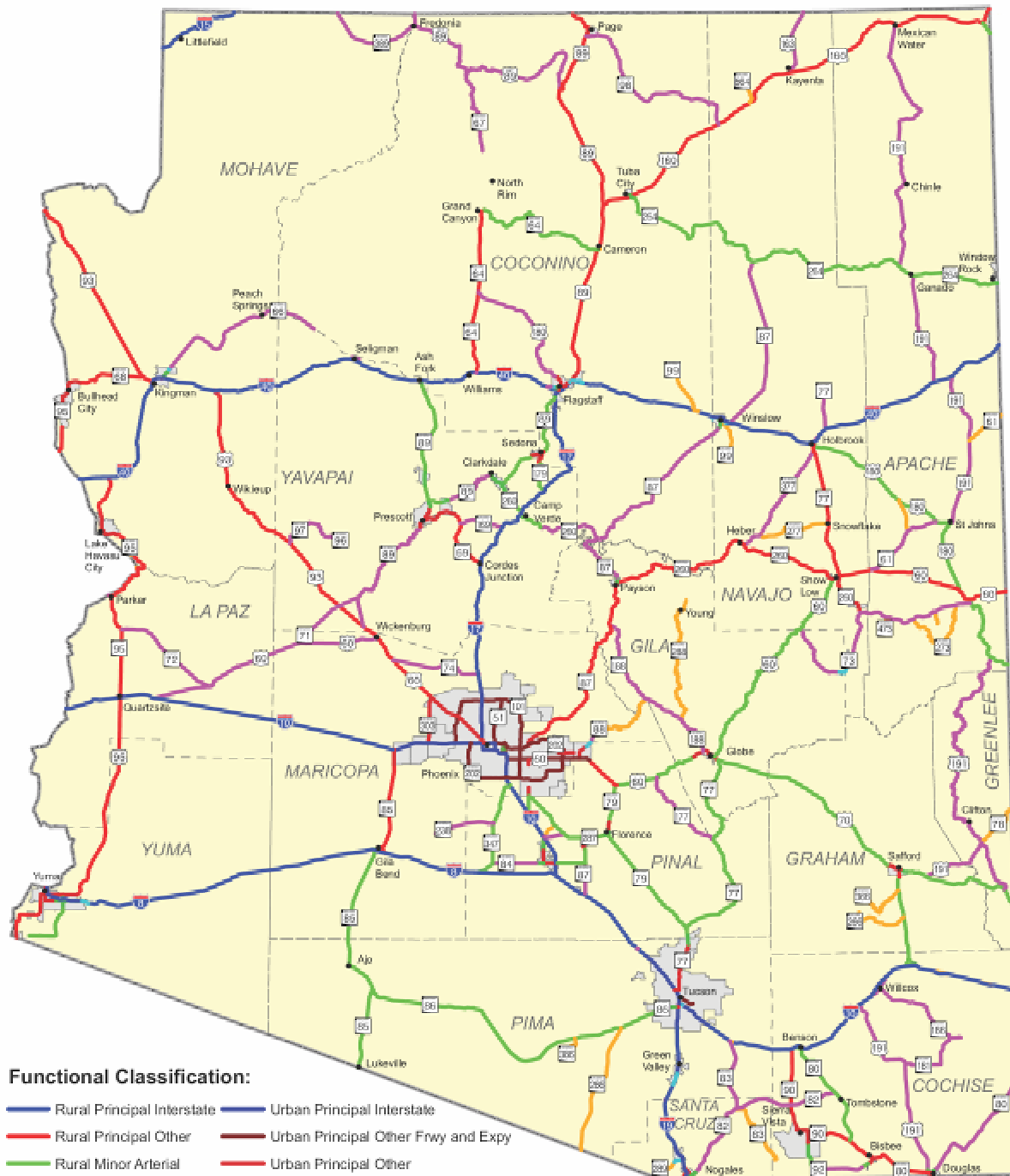


# Category Assignment Criteria

- State transportation plans and functional classifications
- Character of lands adjoining the highway
- The existing design of the highway is not required to meet the design standards of the assigned category at the time it is assigned
- All new access permitting will meet the design standards for the assigned category



# State Functional Map





# National Highway System





## State Alternate 89 (NB)@ M372 .7600

Year

2005

Route

State Alternate 89 (NB)

Route Features

Shelby Dr  
M372  
Goodrow Ln  
Sunset Dr  
Payne Rd  
Mountain Shadows Dr  
Northview Rd  
View Dr  
Inspirational Dr  
Traumeri Ln  
Oak Creek Blvd  
Posse Grounds Rd  
Birch Blvd  
Willow Way  
Saddlerock Cir

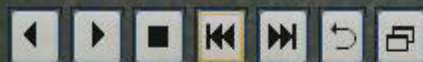
Offset

.7600

Skip Frames

0

☒ Fastest  
☐ Fast  
☐ Normal  
☐ Slow  
☐ Slowest





## State Alternate 89 (NB)@ M402 .4050

Year

2005

Route

State Alternate 89 (NB)

Route Features

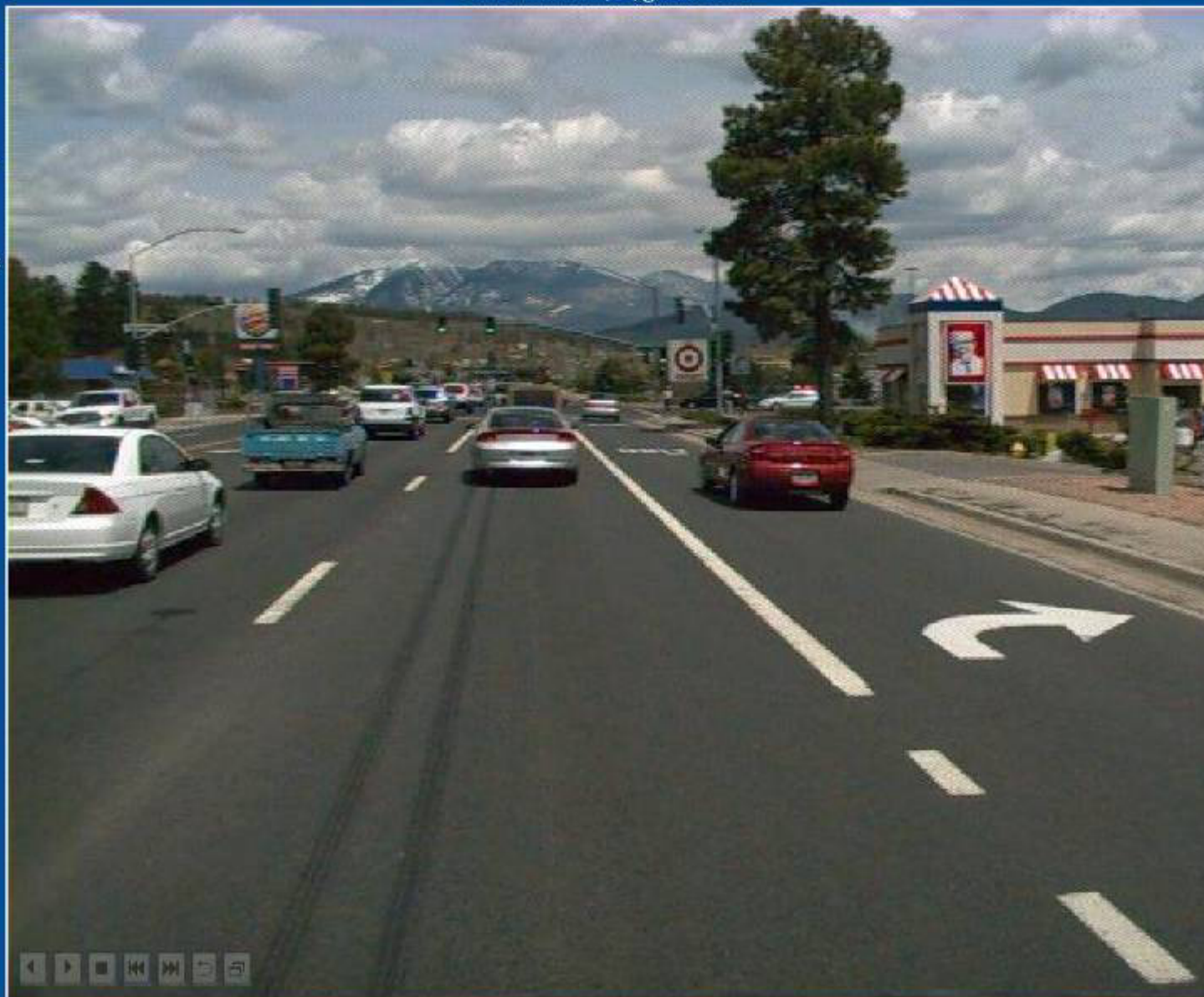
M388  
M389  
M390  
Oak Creek Lookout  
M391  
FH237  
M392  
M393  
M394  
M395  
M396  
M397  
M398  
Pine Del Dr  
Pine Ridge Dr  
Munds Park Rd  
Fort Tuthill Rd  
Interstate 17 (SB)  
Interstate 17 (NB)  
M399.10 (I-17 in Flagstaff)  
M401.95 (I 40 in Flagstaff)  
M402  
McConnell Dr  
Forest Meadows St  
Saunders Dr  
University Dr  
University Ave  
Chambers Dr  
Plaza Way  
Riordan Rd  
M403

Offset

Skip Frames

.4050  Go  0 

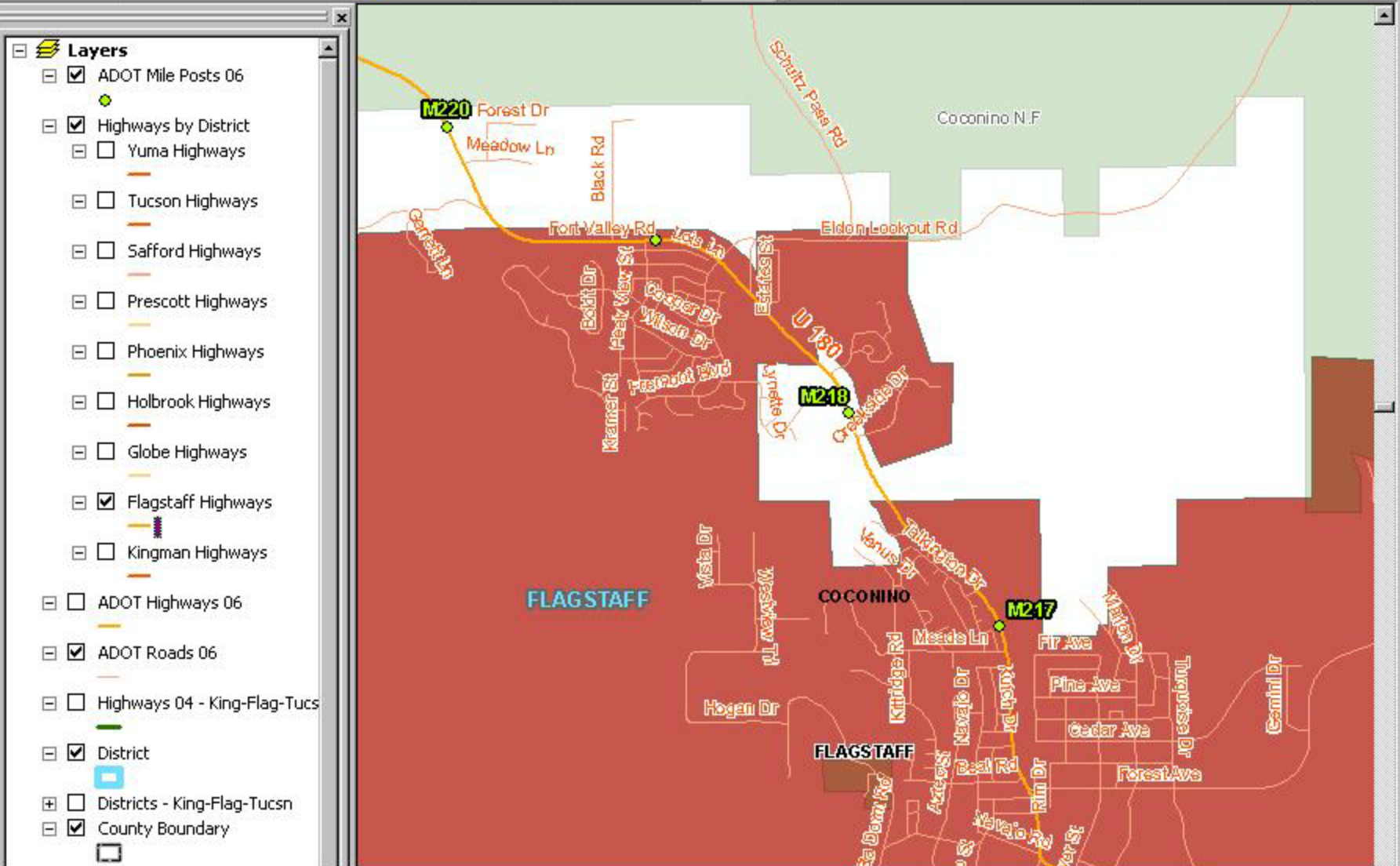
Fastest  
 Fast  
 Normal  
 Slow  
 Slowest



File Edit View Insert Selection Tools Window Help ImageConnect



Editor Create New Feature Target:







[Saved Locations](#) | [Help](#)



[Web](#)

[Images](#)

[Video](#) <sup>New!</sup>

[News](#)

[Maps](#)

[more »](#)

Flagstaff, AZ

Search Maps

[Search the map](#)

[Find businesses](#)

[Get directions](#)

## Maps

[Print](#)

[Email](#)

[Link to this page](#)



# Sample Assignment Listing

US 89A	608.680	609.230	Coconino	RB	0.550	From Fredonia Corporate Limit to SR 389 (in Fredonia)
US 89A	609.230	610.030	Coconino	UB	0.800	From SR 389 (in Fredonia) to McKinney St
US 89A	610.030	611.381	Coconino	RB	1.351	From McKinney St to end of left turn lane north of Curly Horse Ln
US 89A	611.381	613.030	Coconino	RA	1.649	From end of left turn lane north of Curly Horse Ln to Utah State Line
SR 98	294.670	352.006	Coconino	RA	57.336	From US 89 (in Page) to Holbrook District boundary
US 160	311.460	321.810	Coconino	RA	10.350	From US 89 to SR 264 East (in Tuba City)
US 160	321.810	322.659	Coconino	RB	0.849	From SR 264 East (in Tuba City) to 1631 ft east of Warrior Dr
US 160	322.659	339.601	Coconino	RA	16.942	From 1631 ft east of Warrior Dr to bndary entering Navajo-Hopi Joint Use Area
US 160	339.601	357.519	Coconino	RA	17.918	From bndary entering Navajo-Hopi Joint Use Area to Holbrook District boundary
SR 179	298.950	305.955	Yavapai	RA	7.005	From I-17 - Exit 298 (in Coconino Natl Forest) to Avenida de Piedras/Ridge Trail Dr
SR 179	305.955	307.000	Yavapai	UA	1.045	From Avenida de Piedras/Ridge Trail Dr to 254 ft north of Bell Rock Blvd
SR 179	307.000	308.119	Yavapai	RA	1.119	From 254 ft north of Bell Rock Blvd to Coconino County line
SR 179	308.119	310.095	Coconino	RA	1.976	From Coconino County line to Indian Cliffs Rd/Back O Beyond Rd (in Sedona)
SR 179	310.095	312.595	Coconino	RB	2.500	From Indian Cliffs Rd/Back O Beyond Rd (in Sedona) to Canyon Dr
SR 179	312.595	313.090	Coconino	UB	0.495	From Canyon Dr to Schnebly Hill Rd
SR 179	313.090	313.460	Coconino	UB	0.370	From Schnebly Hill Rd to SR 89A - End of SR 179
US 180	215.440	216.060	Coconino	UC	0.620	From State Business 40 (SB 40) (in Flagstaff) to Columbus Ave
US 180	216.060	216.210	Coconino	UB	0.150	From Columbus Ave to Apache Rd
US 180	216.210	219.030	Coconino	UA	2.820	From Apache Rd to Peak View St
US 180	219.030	220.031	Coconino	RA	1.001	From Peak View St to bndary entering Coconino Natl Forest
US 180	220.031	248.703	Coconino	RA	28.672	From bndary entering Coconino Natl Forest to bndary entering Kaibab Natl Forest



# Legend

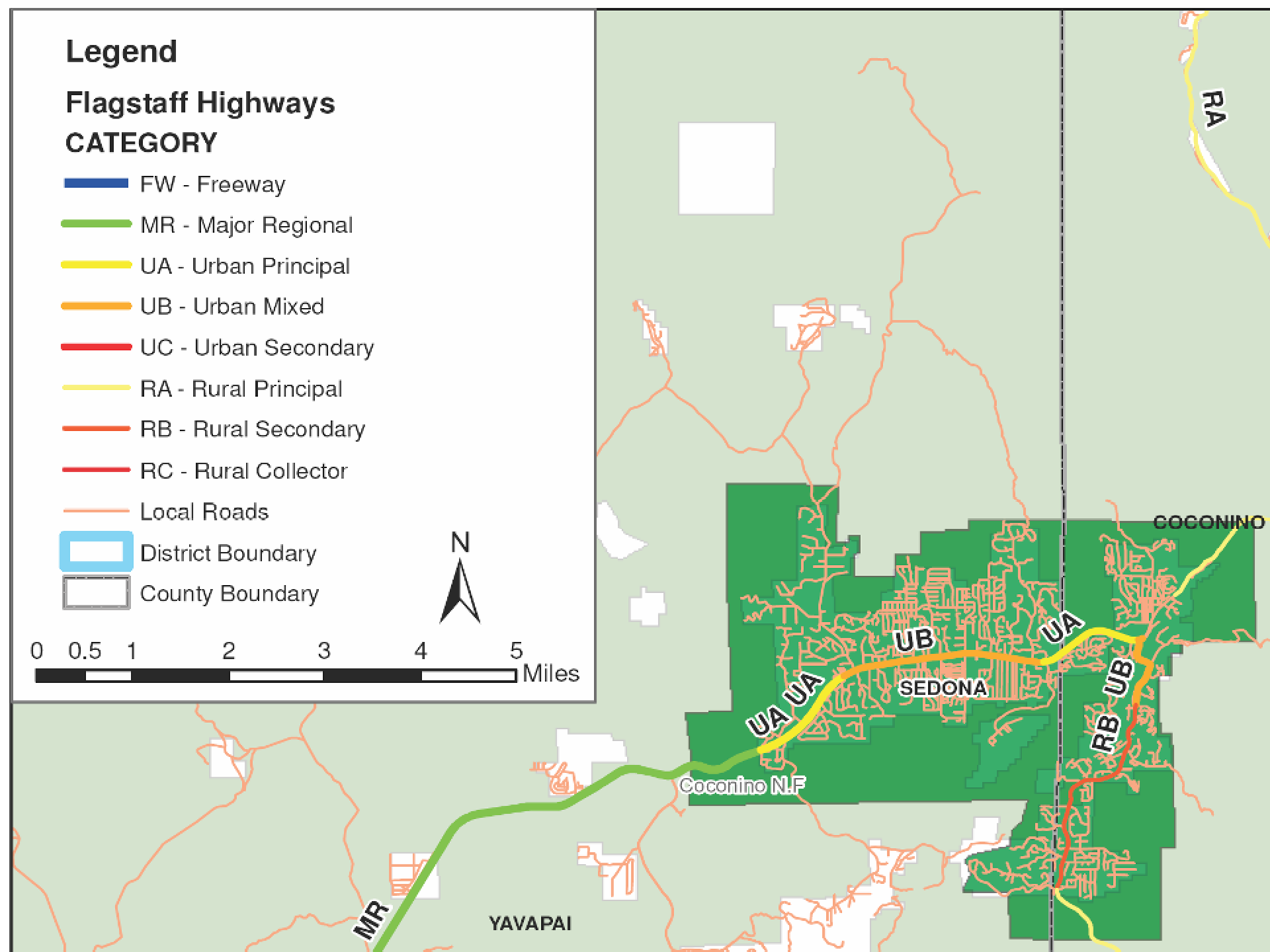
## Flagstaff Highways

### CATEGORY

- FW - Freeway
- MR - Major Regional
- UA - Urban Principal
- UB - Urban Mixed
- UC - Urban Secondary
- RA - Rural Principal
- RB - Rural Secondary
- RC - Rural Collector
- Local Roads

- District Boundary
- County Boundary

0 0.5 1 2 3 4 5 Miles



# Key Category Access Factors

- Intersection Spacing
- Traffic Signal Spacing
- Allowing direct access or require to obtain alternative access
- Proof of access necessity
- Scope of access improvement, such as requiring auxiliary lanes, (decel and accel)





**‘FW’**

# **‘FW’ (freeway)**

- Both Interstate and non-Interstate
- Full access control of private rights using access deeds and/or frontage roads
- Control of access on cross street near the interchange





# **‘MR’ (major regional)**



# **‘MR’ (major regional)**

- Full control of private access rights by ownership by ADOT or frontage roads
- Long term intersections at one-mile and two-mile spacing. Interim ½ mile.
- No private direct access (exceptions possible)
- Can be two lanes or more
- At-grade junctions and interchanges
- May be future freeway location





**‘UA’ (in office area)**



# **‘UA’ (urban principal)**

- Major Urban Inter and Intra Urban Regional Highway
- High volume, high mobility, medium to high speeds
- One-half mile and one-mile intersection spacing generally
- No private direct access unless . .
- Auxiliary lanes standard

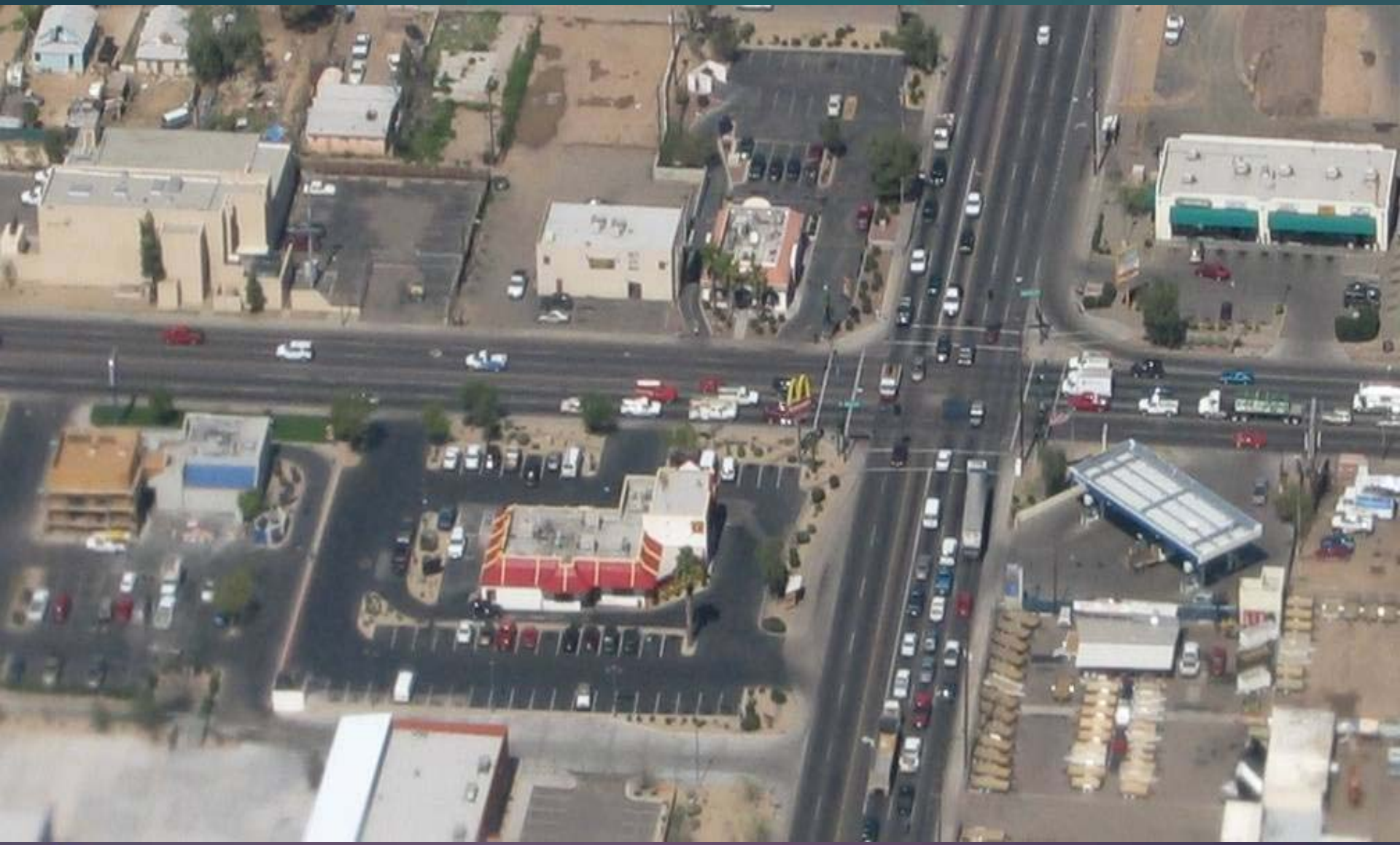




# ‘UB’ (urban mixed)



‘UB’





# ‘UB’ (urban mixed)

- Major urban inter and intra urban regional highway - Older highway with historically mixed abutting uses and a range of users
- Not to be applied to new alignments or segments where UP level of control is feasible
- Direct access may be permitted
- Access needs to be a necessity



# ‘UC’ (urban secondary)





# **‘UC’ (urban secondary)**

- Not functioning well as a state highway, but is on the system.
- No plans for major reconstructing to higher category.
- Minor importance on state transportation plan.
- Access decisions are based on appropriate design for volume, operation and safety
- Access points are limited to those necessary to provide reasonable service





# **‘RA’ (rural principal)**

- Major regional highway. NHS?
- Purpose in state plan is key criteria, not volume or design.
- One-half or one-mile major intersection spacing.
- No private access unless no alternatives or functions as a public intersection
- Auxiliary lanes normally required



## **‘RB’ (rural secondary)**

- Public intersections at half-mile
- Auxiliary lanes for busy access points
- Access points are limited to those necessary to provide reasonable service

## **‘RC’ (rural collector)**

- Collector to local road level. Not meant for long distance travel. May be dirt or paved.



# **‘SF’ (service, frontage)**

- Important for their function as access collectors and local streets, to decrease access demands on the major state roadway, to distribute traffic volumes to and from access points to the major highway.
- Access decisions are based on appropriate design for volume, operation and safety.
- Access points are limited to those necessary to provide reasonable service.



# **Communication and Community Partnerships Outreach Plan**



# Next Steps



# Next Steps

- Provide a draft category assignment schedule to each District Office for review and comment.
- Complete entire state system (on-going).
- Report progress at next TAC on September 26<sup>th</sup>.
- September 26<sup>th</sup> TAC review of design guidelines.

